

INDEX TO MINUTES
of meeting of Commission of Fine Arts on
19 August 1959

Washington, D. C.

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Memorandum Minutes
of the Proceedings of the Commission of Fine Arts 19 April 1959
Washington, D.C.
19 August 1959

The Commission met pursuant to notice at 9:15 a.m., with David E. Finley, Chairman, presiding.

Present were : David E. Finley, Chairman
Douglas W. Orr, Vice Chairman
Felix de Weldon
Peter Hurd
Ralph Waiker

L.R. Wilson, Secretary
Susan E. Bennett, Admn. Asst.
Gilbert Halasz, Stenotypist

I. Submissions

a. National Monument Commission

1. National Monument (Freedom Shrine)

Mr. Eric Gugler, architect, and Major Gilmore Clarke, landscape architect, presented and explained the revised drawings and model, showing the landscape plan, for the National Monument. Major Clarke, a past chairman of the Commission of Fine Arts, carefully explained his conception of the monument in this important landscape, and showed his plan to preserve the tree-covered aspect of hillside as seen from the Lincoln Memorial. Following a discussion of the model and the landscape plan, the members felt that their previous objections to the size and scale of the design had been met and they approved the plans as submitted with the understanding that the final design and specifications will be submitted to the Commission as they are developed. In this connection, agreement was reached to urge the amendment of the pending legislation for the Freedom Shrine to make it plain that the Commission of Fine Arts was authorized to make final approval of the design. A statement was prepared for the press and a letter was sent to Senator Allott, one of the sponsors of the legislation authorizing the monument, informing him of the action of the Commission. Copies of the press statement and the letter to Senator Allott were sent to the Chairman of the National Monument Commission, to the Secretary of the Interior, and are being made a part of the official record of the proceedings. EXHIBITS A and B.

Inasmuch as the Commission had recommended transfer of the monument site to Arlington National Cemetery, the Secretary was instructed to replace the report on H.R. 695, 86th Congress, with

with another, recommending that such transfer of land be made if the Freedom Shrine should not be built there. A copy of this letter is to be made a part of these proceedings. EXHIBIT C.

b. Department of the Interior

1. National Capital Parks - 1961 Building Program Outline

Mr. Thompson presented the outline for the 1961 building program for the National Capital Parks, explaining that he would like to leave the report with the Commission for study. He also said that as the program was developed certain projects would be submitted to the Commission in detail at a later date. The outline contained such projects as "Plans for Memorial Avenue", "Lighting on George Washington Memorial Parkway", etc. Mr. Thompson was informed that the members would study the outline and indicate to him at a later date which projects they considered of interest to the Commission of Fine Arts.

2. Lighting on George Washington Memorial Parkway near National Airport.

Mr. Thompson stated that work was progressing on the widening of the Parkway from National Airport to the Fourteenth Street Bridge, widening the roadway from four to six lanes. He asked the Commission's approval to use the same lighting standards which the Commission had approved for use on other sections of the George Washington Memorial Parkway and in Rock Creek Park. The members approved the use of this type of lighting standard, and the Secretary was requested to write a letter to the Superintendent of National Capital Parks informing him of this action, copy of such letter being made a part of the official record of the proceedings. EXHIBIT D.

3. Park Memorial Board of Review.

Mr. Thompson called attention to the great amount of legislation which is introduced in every Congress proposing monuments or memorials to various individuals to be located on park lands. He suggested that a Park Memorial Board be appointed consisting of three members of Congress, three representatives from the Commission of Fine Arts, three members from the National Capital Planning Commission, and the Director of the National Park Service. It would be the function of this Board to screen the legislation for monuments and memorials and to eliminate all except the most important and worthy ones, before the legislation is sent to Committee. The members said they would give the matter careful study and report their views later. The Secretary was requested to write Mr. Thompson informing him of this action, a copy of such letter being made a part of the official record of the proceedings. EXHIBIT E.

4. Plan for Memorial Avenue to accommodate memorial statuary.

Mr. Thompson explained to the members that the National Capital Parks has studied the development of the planting of Memorial Avenue and was proposing to arrange ten bays, five on each side of the Avenue, in which statues or memorials to important personages could be placed

as required. The plan had been prepared in conformity with studies made and approved by the Commission of Fine Arts at the time the Avenue was first opened on completion of Memorial Bridge. Legislation for the first statue to be placed on the Avenue authorized that of Rear Admiral Richard E. Byrd. The question of form, site, and setting for each statue was discussed and it was agreed they should be more or less uniform. A suggestion was also made that proper uniformity could be obtained by placing all statues in pools. The members stated they would study the plan and give their recommendations in a letter later, but in adequate time not to delay work on the Byrd Memorial.

c. National Capital Planning Commission

1. Mass Transportation Study.

Mr. Keith explained that, when Congress authorized the National Capital Planning Commission and the Regional Planning Council to make a study of mass transportation and highways in 1955, a coordinating committee and a steering committee, consisting of well-known consultants in the field of planning and transportation, were appointed. The report was recently presented to the President who in turn transmitted it to Congress, and directed the Bureau of the Budget to obtain comments on the plan from the various executive agencies. Public hearings will be held in November by the Joint Committee on Washington Metropolitan Problems. Mr. Keith then went through the report giving the highlights, answered general questions raised by the members, who saw it for the first time the previous evening. They asked for time to study the report further and that individual copies of the report be furnished to them for study. The Chairman was asked to write a letter to the Director of the Bureau of the Budget as soon as this had been done and he had received the results of study by the members. A copy of such letter is to be made a part of the official record of the proceedings when it is completed. EXHIBIT F.

d. American Battle Monuments Commission.

1. Memorial to General John J. Pershing.

The Secretary presented revised drawings for the Memorial to General Pershing. After studying the drawings, the members were pleased to approve the general layout and design of the monument and fountains with the recommendation that the statue of General Pershing be carved in high relief on the stone wall adjacent to 15th Street instead of the bronze figure on a pedestal. The Secretary was requested to write a letter to the Secretary of the American Battle Monuments Commission informing him of this action, a copy of such letter being made a part of the official record of the proceedings. EXHIBIT G.

e. District of Columbia Government

1. Department of Highways and Traffic

a. Three Sisters Bridge - preliminary plans

The Chairman welcomed Mr. Aitken who made his first visit to

the Commission of Fine Arts since his appointment as Director of the District of Columbia Highway Department.

Mr. Aitken told the members that the District of Columbia, in co-operation with the Virginia Highway Authorities, made a study of the roadways to be constructed along the Potomac River in connection with plans for the construction of a bridge near the Three Sisters Island. A subcommittee was also appointed by the National Capital Planning Commission to consider the plans and to get the views of interested agencies. Mr. Rivard stated no final decisions had been made and that only a profile plan was available at this time. He also stated that the details of the structure, such as the number of spans, type of spans, etc., have not been worked out yet, because it is still in the preliminary stage. The members expressed their appreciation to the District Engineer Commissioner and the Highway Department for the opportunity of discussing with them the plans for the freeways and approaches to the Three Sisters Bridge in the early stages. In the discussion, they emphasized the fact that park lands should be preserved insofar as possible and expressed the desire to see the plans for the bridge and approaches as they are developed. The Chairman was asked to write a letter to the Engineer Commissioner informing him of the interest of the Commission, a copy of such letter being made a part of the official record of the proceedings. EXHIBIT H.

b. Inner Loop Freeway-Interchange C.

Mr. Friedman explained the drawings for the inner loop freeway, interchange C, and after discussion of the architectural features of the construction, the members approved the designs as submitted. The Secretary was requested to write a letter to the District of Columbia Engineer Commissioner informing him of this action, a copy of such letter being made a part of the official record of the proceeding. EXHIBIT I.

f. Department of the Army

1. Corps of Engineers, District Engineer

a. Soldiers Home, Domiciliary Building

Representatives of the District Engineer, United States Corps of Engineers, submitted the plans for the new section of the Domiciliary Building at Soldiers Home. The members of the Commission said they were reluctant to approve the design as submitted and asked that an additional drawing be submitted showing the two flanking end wings which are to be added later. The Secretary was requested to write a letter to the District Engineer, U. S. Army Engineers, informing him of this action, a copy of such letter being made a part of the official record of the proceedings. EXHIBIT J.

II. Discussions

1. Redevelopment Land Agency=Southwest Mall and Plaza Coordinating Committee

The Secretary reported to the members that he had been asked by the Director of the Redevelopment Land Agency to serve as a member of the Mall and Plaza Coordinating Committee to study plans for development of the Tenth Street Mall. The members of the Committee are the Director of the D. C. Highway Department, the Assistant Engineer Commissioner for Redevelopment, the Director of the National Capital Planning Commission, the Assistant Commissioner of Public Buildings Service, General Services Administration, and Mr. Willo von Moltke, architect, who is serving as architectural consultant to help in solving design problems. The Secretary reported that he had made it plain he was not speaking for the Commission and asked the members for advice. The members instructed the Secretary to tell the Committee that designs should be presented to the Commission of Fine Arts for advice, and that until the members of the Commission had had an opportunity to study the problems involved, he could not take any position for them.

Meeting adjourned at 4 o'clock.

Respectfully submitted,

L.R. Wilson
Secretary

MEETING OF THE COMMISSION ON THE AVES
17 August 1957

AGENDA

9:15 a.m. 1. OPENING, ROOM TWO EDITION STANBROOK BUILDING

9:30 a.m. 2. DEPARTMENT OF INTERIOR: (Mr. Eric Taylor, Architect;
Mr. Gilman Clarke, Landscape Architect)

10:15 a.m. ☒ National Museum (Frederic Clarke) - Revised design.

11:30 a.m. 3. NATIONAL CAPITAL PLANNING COMMISSION: (Mr. William B.
Malby, Director, National Capital Planning Commission;
Mr. Robert A. Keith, MHC)

☒ Washington Transportation Plan - Explanation

1:00 p.m. Lunch in Interior Department, Secretary's Dining Room

2:15 p.m. 4. DEPARTMENT OF COMMERCE:

DEPARTMENT OF HIGHWAYS AND TRAFFIC

☒ (a) Three Sisters Bridge - Preliminary Plans
(Mr. T.J. Aldis, Acting Director; Mr. S.I.
Shaw, Deputy Dir., Div. Design & Research)

☒ (b) East Loop Freeway - Interchange C
(Mr. S.I. Shaw)
☒ Army Eng. Soldiers Home Commodity bldg.
Address upon completion of above.

3:30 p.m. DEPARTMENT OF COMMERCE
DEPARTMENT OF COMMERCE
DEPARTMENT OF COMMERCE
DEPARTMENT OF COMMERCE

- ☒ (1) 1961 building program in outline
- ☒ (2) Plans for Memorial Avenue
- ☒ (3) Lighting on Geo. Washington Memorial Parkway near airport. (cfp)
- ☒ (4) Proposed review board for memorials.

THEORY OF THE EARTH

CHAPTER I

1. The Earth is a sphere, and its surface is divided into four parts, called continents.

1. Asia

2. Europe, which is the smallest of the four, and is situated to the west of Asia.

2. Europe

3. Africa, which is the second largest, and is situated to the south of Europe.

3. Africa

4. America, which is the largest of the four, and is situated to the west of Europe.

4. America

5. The Earth is also divided into five parts, called oceans.

5. Asia

6. The first ocean is the Atlantic Ocean, which is situated between Europe and America.

6. Europe

7. The second ocean is the Indian Ocean, which is situated to the south of Asia.

7. Africa

8. The third ocean is the Pacific Ocean, which is situated to the west of America.

8. America

9. The fourth ocean is the Arctic Ocean, which is situated to the north of Europe.

9. Asia

10. The fifth ocean is the Antarctic Ocean, which is situated to the south of Africa.

10. Africa

11. The Earth is also divided into five parts, called continents.

11. Asia

12. The first continent is Asia, which is the largest of the five.

12. Europe

13. The second continent is Europe, which is the second largest.

13. Africa

14. The third continent is Africa, which is the third largest.

14. America

15. The fourth continent is America, which is the fourth largest.

15. Asia

16. The fifth continent is Australia, which is the fifth largest.

16. Europe

17. The Earth is also divided into five parts, called oceans.

17. Africa

18. The first ocean is the Atlantic Ocean, which is situated between Europe and America.

18. America

19. The second ocean is the Indian Ocean, which is situated to the south of Asia.

19. Asia

List of persons appearing before the Commission of Fine Arts on 19 August 1959, in connection with the following submissions.

Department of the Interior

a. National Monument-Freedom Shrine

Mr. Eric Gugler, Architect
Major Gilmore Clarke, Landscape Architect
Mr. Theodore F. Stevens, Assistant to the Secretary of the Interior and Legislative Counsel.
Mr. Ellis F. Price, Chief, Federal Projects Planning of NCPC
Mr. Harri Thompson, Supt. National Capital Parks
Mr. Wm. M. Haussmann, Chief, Architectural Branch, NCP
Mr. Robert C. Horne, Chief, Div. of Design and Construction, NCP

b. National Capital Parks-Outline of 1961 Building Program

Mr. Harry Thompson, Mr. Robert C. Horne, Mr. Ellis F. Price

National Capital Planning Commission

a. Washington Transportation Study

Mr. Robert A. Keith

District of Columbia Government

a. Department of Highways and Traffic

1. Three Sisters Bridge-preliminary plans
2. Inner Loop Freeway=Interchange C
Mr. Harold L. Aitken, Director of Highways
Mr. Edmund Burke, Supervising Bridge Design Engineer
Mr. John Grady, Architect
Mr. Lloyd A. Rivard, Asst. Chief Engineer

United States Corps of Engineers

a. Soldiers Home-Domiciliary Building C

Col. Coleman Romain, USA (Ret) Quartermaster and purchasing agent for Soldiers Home
Mr. Grayson H. Isbell, Administrative Officer, Office of QM
Mr. Robert H. Hayes, Chief, Engineering Division.
Mr. Frank P. Shore, Asst. Chief, Engineering Division

17 August 1977

Dear Senator Allott:

Thank you for your letter of August 16, which was signed also by Senator Huber er. We were sorry that circumstances prevented you both from being with us this morning when the members of the Commission of Fine Arts were dining in D. 2092 and H.R. 7491.

As you will see by the enclosed statement which the Commission is putting out, we are glad to advise that Congress passed the above legislation. The Commission approved the revised plans for the Museum of Art, which were shown to us by Mr. Eric Gugler, the architect. The Commission participants liked the landscape design of a group of some members of the Council, as presented by John Gilroy D. Thorne, the landscape architect. We feel that the Commission will approve and endorse the design of the Museum of Art, which will be a great addition to the city of Washington and will be a great source of pride for the nation.

The Department of the Interior that Allott and I had been discussing at the time of our meeting on the 16th was also discussed and that this was followed by the all night session on the 17th. The Commission approved the design of the Museum of Art, which was shown to us by Mr. Eric Gugler, the architect. The Commission participants liked the landscape design of a group of some members of the Council, as presented by John Gilroy D. Thorne, the landscape architect. We feel that the Commission will approve and endorse the design of the Museum of Art, which will be a great addition to the city of Washington and will be a great source of pride for the nation.

Sincerely yours,

Charles E. Young
Chairman

Respectfully,
Robert H. Rouse
Washington, D.C.

EXHIBIT B

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 15, 1907

REPORT OF THE COMMISSION

AS TO THE
ACQUISITION OF
LANDS FOR THE
ARLINGTON NATIONAL CEMETERY
AND FOR OTHER PURPOSES
IN CONNECTION WITH THE
ERECTING OF A NATIONAL MONUMENT
ON THE NEVIUS TRACT

31 August 1959

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20540

Dear Mr. Chairman:

The Commission of Fine Arts has carefully considered H. R. 695, a bill "To provide that certain real property under the jurisdiction of the Secretary of the Interior shall be transferred to the Secretary of the Army and made a part of the Arlington National Cemetery" and H. R. 8275, a bill "To authorize the enlargement of the Arlington National Cemetery and to provide that certain land heretofore reserved for other purposes shall be made a part of the Arlington National Cemetery and shall be administered by the Secretary of the Army as a part of the Arlington National Cemetery, and for other purposes."

Since 1950 the Commission of Fine Arts has recommended the incorporation of the Nevius Tract into the Arlington National Cemetery and we understand that there will still be need for the Cemetery to be enlarged. Since that time the Marine Memorial has been erected there and the Commission has just considered Senate Bill S. 2363, authorizing the erection of the National Monument there. While the Commission of Fine Arts has not selected the Nevius tract as a site for the National Monument, we have now given our approval to the National Monument Commission for a revised design of the Monument. If the National Monument is erected, there would be no reason to incorporate the Nevius Tract into the Arlington National Cemetery. If, for any reason, the Monument cannot be erected, we will favor the incorporation of the Nevius Tract into the Arlington National Cemetery.

The Bureau of the Budget has indicated that it has no objection to the submission of this report.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley

David E. Finley
Chairman

Honorable Wayne N. Aspinall
Chm., Committee on Interior
and Insular Affairs
House of Representatives
Washington 25, D.C.

EXHIBIT C

28 January 1947

Dear Mr. Thompson:

I am writing to suggest that the proposed United States National Monument for your preservation in your national building, which has been proposed some time ago for the site of the Highgate of Columbia, and is now in the hands of the National Park Service, which you are particularly interested in, should be the National Monument.

Sincerely yours,

Robert L. Brown
President

cc: L. L. Brown
Secretary

Mr. Robert L. Brown
President, National Building
National Building
Department of the Interior
Washington 25, D. C.

Exhibit E

Case No. 100-100000

The undersigned, being duly sworn, deposes and says that the foregoing is a true and correct copy of the original document as the same appears in the files of the undersigned.

Subscribed and sworn to before me this 10th day of June, 1964, at New York, New York.

Notary Public for the State of New York

Subscribed and sworn to before me this 10th day of June, 1964, at New York, New York.

Notary Public for the State of New York

18 September 1959

Dear Mr. Stans:

I am writing in reply to your request for the comments of the Commission of Fine Arts on the Mass Transportation Survey of the Washington Region which has been made by the National Capital Planning Commission and the National Capital Regional Planning Commission. I regret that delay in receiving copies of the Report for study by the members of the Commission has retarded the submission of our views beyond the date mentioned in your letter.

The Commission of Fine Arts is primarily interested in the effects which the implementation of the proposed plan would have on the appearance of Washington. We realize, of course, that some means must be found to furnish easier ingress and egress to those parts of the city which are used for administering the Nation's governmental functions and for attendant commercial interests. We firmly believe that a rapid transit system is the most logical means of satisfying those traffic needs. We have consistently urged that such a transit system be established and have pointed out that, if the beauty of Washington is to be maintained, provision for an underground transit system would seem to be mandatory. We hope that a rapid transit system may be extended to the sources of commuter traffic in Maryland and Virginia.

The capacity of the city's central area to absorb motor traffic, on which it so largely depends for transportation, has long since gone beyond the saturation point. It is time now not only to provide adequate transportation but to organize the centers of employment throughout the city and to spread them out in such a way as to minimize concentration and at the same time to retain the unique features of the Washington Plan.

That Plan is one of our greatest national treasures. It was made by Washington, Jefferson, and L'Enfant and further developed by their successors for a special purpose. It reflects our early aspirations that our capital city should be worthy of this great nation; and to this end it provides a harmonious relationship of streets, buildings, and parks to give to Washington the beauty and dignity so admired by visitors. This Plan should be treated with the utmost respect. Washington, himself, said with reference to it: "...no departure from the engraved plan of the city ought to be allowed unless imperative necessity should

require it or some great public good is to be promoted thereby."

The present survey would apply to Washington the factors used in planning for the average city. Sufficient emphasis has not been given to finding special solutions of traffic problems which would preserve the unique character of Washington as the Nation's Capital. The plan for a rapid underground transit system is excellent so far as it goes; but cutting wide freeways would completely change the city's appearance. Such freeways appear to have no relation to existing streets and avenues; they would, on the other hand, destroy vistas and cause damaging scars across the city. Such freeways are in principle an extension of the practice started by the Inner Belt Loop, of which sections are now under construction. The city is being changed to fit the standard patterns of highways engineers rather than to conform to the Washington pattern so long established. The Commission believes that other factors, in addition to traffic and transportation statistics, should be given weight in formulating a plan so significant for the future development of the city.

For instance, if government buildings were erected east of the Capitol, outside of the Mall, with residential areas adjacent to them, much could be accomplished to overcome the congestion that results when all these employment centers are located in one general area, far from adequate housing. Considerations of this kind would seem to be part of any long-range transportation plan, particularly when the location of government buildings can be controlled.

In protesting against the adoption of the Transportation Plan as proposed in the Survey, the Commission of Fine Arts recommends consideration of a plan that will locate future government buildings in various parts of the city surrounding the central area, and developing the land adjacent to them for housing. We strongly urge the building of an inter-connecting subway that would bind the units to each other. Such a plan would avoid the necessity of compressing traffic into the center of the city, and would, we hope, enhance rather than injure the appearance of Washington.

For the Commission of Fine Arts:

Sincerely yours,

David E. Finley
Chairman

Honorable Maurice Stans
Director
Bureau of the Budget
Washington 25, DC

25 August 1959

Dear Colonel Walker:

At the Commission of Fine Arts' meeting on 19 August, the members reviewed revised plans for the Pershing Memorial, which the Architect, Mr. Wallace Harrison, had delivered by special messenger during the course of the meeting. This item was not scheduled on the order of business but Mr. Harrison asked by telephone on that day for a review of the drawings and sent them down by air.

The plans showed a shift in the axis of the monument, which permitted planting areas of almost equal size on either side of the line of the cascades and pools. The members of the Commission were pleased with the new arrangement and approved it.

Sincerely yours,

L. A. Wilson
Secretary

Colonel William A. Walker
Administrative Officer
American Battle Monuments Commission
2080 Main Navy Building
Washington 25, D.C.

EXHIBIT G

26 August 1959

Dear General Walling:

The Commission of Fine Arts, at its meeting on August 19, 1959, was very glad to see the preliminary plans for the Three Sisters Bridge and its approaches, which were presented to them by the District Highway Director, Mr. Aitken, and his aides.

The members of the Commission are concerned about the effect which a crossing will have on the scenic beauty of the gorge of the river above Key Bridge. It is, of course, too early to tell from the drawings what the actual structure of the bridge will be, but the members of the Commission asked me to write you and stress the importance of developing a bridge design which will be a handsome addition to an important landscape of the National Capital.

Sincerely yours,

David W. Winley
Chairman

by L. H. Wilson
Secretary

Brig. General A. C. Walling
Engineer Commissioner for the
District of Columbia
District Building
Washington 4, D. C.

26 August 1959

Dear General Welling:

The Commission of Fine Arts at its meeting on August 19, 1959 was glad to consider the plans for the layout and structures of Interchange C of the Inner Loop Freeway, drawings of which were presented by representatives from your office and from the designers.

Members of the Commission noted that the design had been very carefully studied to produce thin and light structures and to indicate a method of developing the spaces between and under the structures with suitable landscaping and grassy slopes. While the Commission had some feeling that the beams and the supporting piers had been somewhat overworked to produce an interplay of geometric planes, they approved the drawings as submitted.

The drawings which were submitted for this project are being returned to the District Highways Office.

Sincerely yours,

L. R. Wilson
Secretary

Brig. General A. C. Welling
Engineer Commissioner for the
District of Columbia
District Building
Washington 4, D.C.

cc: Director, D.C. Dept of Highways
and Traffic

EXHIBIT I

21 January 1954

Dear General (Name):

The Department of the Army, at its meeting on January 14, considered the plan submitted by your office for the erection of a meeting or a new Detachment building at the Military Post.

Representatives of the Military Post and the Office of the Engineer, in presenting their views regarding the design, the members of the Committee believed that they were unable to pass on the proposed design. An important design feature is the long wall and the length of the wall on either end of the wall. It seemed to them that the long undecorated wall should be broken up by some feature or be treated in some other way in the design of the building.

The architect of the building will have to study carefully this information and I will send it to the architect of the Detachment as soon as it is received so that there will be a closer relation to the work of the architect.

Sincerely,
General (Name)

Very truly,
General (Name)

Very truly,
General (Name)

General (Name)
General (Name)
General (Name)
General (Name)
General (Name)

